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## FAA PROPOSES MORE RESTRICTIVE CRITERIA FOR ATC TOWER ESTABLISHMENT

Federal Aviation Administration has proposed new criteria for the establishment of airport traffic control towers that would require higher traffic volumes to justify a new tower and permit FAA to close some facilities currently in operation. The revised economic analysis for VFR airport control towers compares the present value of tower benefits with the present value of tower costs over a 15-year period *(see FAA's proposed criteria reprinted on the backs of Pages 155 and 156).* Agency said its preliminary screenings—using the revised benefit-cost criteria—indicate that fewer airports will qualify for tower establishment and for continued operation. Comments on FAA's proposal are due June 15 and can be sent in duplicate to: FAA APO-230, 800 Independence Ave., S.W., Washington, D.C. 20591.

## PACKWOOD ANTICIPATES FIGHT OVER AVIATION USER FEES

Sen. Bob Packwood (R-Ore.) last week predicted a "knock-down, drag-out fight" between Congress and the Reagan Administration about FAA program funding levels and aviation user fees. Packwood said unless "a harmonious agreement" is reached, Congress will have to move to lower taxes to reduce buildup in the aviation trust fund. The Reagan Administration has sought funding levels far below those authorized last year by Congress *(BA, May 2/137).*

Speaking at the Regional Airline Association spring meeting in Washington, Packwood said "we have an agreement with you to spend the taxes and in the manner expected" and that he would rather "see that the money is spent" to ensure that facilities, equipment and runways get the funding they need. Packwood, chairman of the Commerce, Science and Transportation Committee, last year was unsuccessful in his attempt to impose a trigger mechanism that would automatically reduce aviation user fees if substantial trust fund surpluses accumulated.

Rep. Norman Y. Mineta (D-Calif.), told RAA members he hopes when House and Senate budget conferees meet later this year to resolve differences in funding levels, they "recognize that their actions not only jeopardize the Airspace Plan, but also threaten to make a mockery of commitments made last year to users and to members of Congress alike when the taxes were raised." Mineta, chairman of the House aviation subcommittee, recently introduced "Truth-In-Taxing" legislation that would exempt the Airspace Improvement Plan—and other trust fund programs—from the Congressional budget process *(BA, Feb. 14/49).*

## PIPER SLASHING PRODUCTION IN WAKE OF $13.3 MILLION OPERATING LOSS

Bangor Punta Corp., parent company of Piper Aircraft, said Piper will cease production of most 1983 models except the Cheyenne III turboprop at Piper facilities in Vero Beach and Lakeland, Fla. and will lay off nearly half its remaining employes. The action, announced Friday by Bangor Punta Chairman and President David Wallace, "is necessary to keep current-year inventories in line with present demand and will involve approximately 1,500 of Piper's 3,400 employes." Layoffs are scheduled to begin the week of May 20-27 and the statement said the production curtailments will cover the months of June and July. General aviation manufacturers typically begin retooling in late summer for the next model year.

The statement said aircraft production at Lock Haven, Pa. "will continue largely unaffected." In addi-

*(Continued on the following page)*

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## BUSINESS/PERSONAL AIRCRAFT INDUSTRY – APRIL UNIT SHIPMENTS

| | | April 83 | Cal. Year | Fisc.† Year |
|---|---|---|---|---|
| **BEECH AIRCRAFT CORP.** | | | | |
| • Single-Engine | | | | |
| BE-77 | Skipper | 1 | 1 | 3 |
| BE-C23 | Sundowner | 3 | 6 | 10 |
| BE-C24R | Sierra | 1 | 2 | 8 |
| BE-F33A | Bonanza | 2 | 7 | 12 |
| BE-V35B | Bonanza | 1 | 4 | 5 |
| BE-A36 | Bonanza | 3 | 15 | 28 |
| BE-B36TC | Bonanza | 5 | 18 | 27 |
| • Multi-Engine | | | | |
| BE-B55 | Baron | 1 | 4 | 4 |
| BE-E55 | Baron | 0 | 0 | 3 |
| BE-58 | Baron | 3 | 10 | 20 |
| BE-58TC | Baron | 0 | 1 | 1 |
| BE-58P | Baron | 2 | 7 | 20 |
| BE-76 | Duchess | 0 | 0 | 1 |
| BE-B60 | Duke | 3 | 6 | 7 |
| BE-C99 | Airliner | 1 | 3 | 4 |
| BE-C90-1 | King Air | 2 | 9 | 17 |
| BE-F90 | King Air | 0 | 4 | 9 |
| BE-B100 | King Air | 0 | 1 | 2 |
| BE-200 | Super King Air | 10 | 20 | 38 |
| BE-200C | Super King Air | 2 | 3 | 3 |
| BE-200T | Super King Air | 0 | 0 | 1 |
| TOTAL | | 40 | 121 | 223 |
| Manufacturers net billing - $26,599,857 | | | | |
| **BRITISH AEROSPACE** | | | | |
| • Multi-Engine | | | | |
| HS-125-700 | Model A | 0 | 1 | 5 |
| HS-125-700 | Model B | 1 | 5 | 8 |
| TOTAL | | 1 | 6 | 13 |
| **PILATUS BRITTEN-NORMAN LTD.** | | | | |
| • Multi-Engine | | | | |
| BN-2 | Islander | 1 | 1 | 6 |
| BN-2T | Islander | 0 | 1 | 2 |
| Mark III | Trislander | 0 | 0 | 0 |
| TOTAL | | 1 | 2 | 8 |
| **CESSNA AIRCRAFT CO.** | | | | |
| • Single-Engine | | | | |
| CE-152 | | 13 | 60 | 103 |
| CE-A152 | Aerobat | 0 | 0 | 2 |
| CE-172 | Skyhawk | 17 | 69 | 114 |
| CE-172 | Cutlass | 1 | 8 | 8 |
| CE-172RG | Cutlass | 4 | 17 | 35 |
| CE-182 | Skylane | 11 | 23 | 53 |
| CE-122 | Turbo Skylane | 0 | 2 | 5 |
| CE-182RG | Skylane RG | 4 | 13 | 20 |
| CE-182RG | Turbo Skylane RG | 0 | 4 | 11 |
| CE-185 | Skywagon | 0 | 9 | 17 |
| CE-U206 | Stationair 6 | 9 | 29 | 42 |
| CE-TU206 | Turbo Stationair 6 | 1 | 22 | 37 |
| CE-208 | Stationair 8 | 1 | 5 | 8 |
| CE-TU208 | Turbo Stationair 8 | 3 | 3 | 3 |
| CE-210 | Centurion | 1 | 2 | 10 |
| CE-T210 | Turbo Centurion | 1 | 17 | 33 |
| CE-P210 | Pressurized Centurion | 2 | 9 | 15 |
| CE-188 | AgHusky | 2 | 10 | 15 |
| CE-188 | AgTruck | 0 | 2 | 7 |
| • Multi-Engine | | | | |
| CE-303 | Crusader | 8 | 25 | 43 |
| CE-335 | | 0 | 1 | 1 |
| CE-340 | | 10 | 15 | 19 |
| CE-402 | | 1 | 9 | 13 |
| CE-404 | Titan | 0 | 0 | 2 |
| CE-414 | Chancellor | 1 | 2 | 7 |
| CE-421 | Golden Eagle | 3 | 6 | 11 |
| CE-425 | Conquest I | 3 | 14 | 27 |
| CE-441 | Conquest II | 2 | 10 | 17 |
| CE-500 | Citation I | 2 | 4 | 13 |
| CE-550 | Citation II | 3 | 13 | 35 |
| CE-650 | Citation III | 1 | 3 | 3 |
| **CESSNA/REIMS AVIATION** | | | | |
| • Single-Engine | | | | |
| CE-F152 | | 0 | 4 | 10 |
| CE-F152 | Aerobat | 0 | 0 | 1 |
| CE-F172 | Skyhawk | 0 | 0 | 7 |
| CE-FR172 | Hawk XP | 0 | 0 | 0 |
| CE-F182 | Skylane | 0 | 0 | 0 |
| CE-F182RG | Skylane RG | 0 | 0 | 0 |
| TOTAL | | 104 | 410 | 747 |
| Manufacturers net billing - $33,166,828 | | | | |

| | | April 83 | Cal. Year | Fisc.† Year |
|---|---|---|---|---|
| **AVIONS-MARCEL DASSAULT** | | | | |
| • Multi-Engine | | | | |
| AD-My.10 | Falcon | 0 | 1 | 3 |
| AD-My.20 | Falcon | 0 | 0 | 1 |
| AD-My.200 | Falcon | 2 | 3 | 3 |
| AD-My.50 | Falcon | 1 | 6 | 24 |
| TOTAL | | 3 | 10 | 31 |
| **EMBRAER** | | | | |
| • Single-Engine | | | | |
| EMB-200 | | 0 | 0 | 0 |
| EMB-201 | Ipanema | 0 | 6 | 10 |
| EMB-710 | Carioca (PA-28-235 Dakota) | 0 | 2 | 2 |
| EMB-711 | Corisco (PA-28RT-201 Arrow) | 1 | 2 | 2 |
| EMB-712 | Tupi (PA-28-181 Archer II) | 0 | 1 | 1 |
| EMB-720 | Minuano (PA-32-310 Saratoga) | 1 | 1 | 2 |
| EMB-721 | Sertanejo(PA-32R-301 Saratoga) | 0 | 0 | 2 |
| • Multi-Engine | | | | |
| EMB-110 | Bandeirante | 0 | 2 | 9 |
| EMB-121 | Xingu | 0 | 1 | 4 |
| EMB-810D | Seneca II | 2 | 14 | 30 |
| EMB-820 | Chieftain | 0 | 0 | 0 |
| TOTAL | | 4 | 29 | 62 |
| **FAIRCHILD AIRCRAFT CORP.** | | | | |
| • Multi-Engine | | | | |
| Metro IIA | | 0 | 0 | 2 |
| Metro III | | 0 | 4 | 16 |
| Merlin III-C | | 0 | 0 | 0 |
| Merlin IV-C | | 0 | 0 | 5 |
| TOTAL | | 0 | 4 | 23 |
| **GATES-LEARJET** | | | | |
| • Multi-Engine | | | | |
| LR-25D | | 1 | 1 | 4 |
| LR-35A | | 0 | 1 | 10 |
| LR-36A | | 0 | 2 | 2 |
| LR-55 | | 2 | 6 | 22 |
| TOTAL | | 3 | 10 | 38 |
| **GULFSTREAM AEROSPACE** | | | | |
| • Single-Engine | | | | |
| GR-164 | Agcat | 0 | 0 | 1 |
| • Multi-Engine | | | | |
| G-47 | Cougar | 0 | 0 | 0 |
| GR-1159A | Gulfstream III | 3 | 9 | 23 |
| AE-840 | Turbo Commander | 0 | 4 | 6 |
| AE-900 | Commander 900 | 0 | 4 | 8 |
| AE-980 | | 0 | 0 | 1 |
| AE-1000 | | 0 | 2 | 11 |
| TOTAL | | 3 | 19 | 50 |
| Manufacturers net billing - $30,400,000 (Exports: 1 G-III to Saudi Arabia) | | | | |
| **ISRAEL AIRCRAFT INDUSTRIES** | | | | |
| • Multi-Engine | | | | |
| 1124 | Westwind | 0 | 2 | 2 |
| TOTAL | | 0 | 2 | 2 |
| **LAKE AIRCRAFT** | | | | |
| • Single-Engine | | | | |
| LA-4-200 | Buccaneer | 3 | 9 | 17 |
| TOTAL | | 3 | 9 | 17 |
| Manufacturers net billing - $342,000 | | | | |
| **MAULE AIRCRAFT** | | | | |
| • Single-Engine | | | | |
| M-5-180C | | 0 | 1 | 3 |
| M-5-200 | | 0 | 0 | 1 |
| M-5-235C | Lunar Rocket | 0 | 2 | 3 |
| M-6-235 | | 5 | 10 | 15 |
| TOTAL | | 5 | 13 | 22 |
| Manufacturers net billing - $235,150 (Exports: 1 M-6-235 to South Africa) | | | | |
| **MITSUBISHI** | | | | |
| • Multi-Engine | | | | |
| Solitaire | | 0 | 0 | 0 |
| Marquise | | 0 | 2 | 11 |
| Diamond | | 3 | 12 | 25 |
| TOTAL | | 3 | 14 | 36 |
| **MOONEY AIRCRAFT CORP.** | | | | |
| • Single-Engine | | | | |
| M-20J | 201 | 9 | 28 | 48 |
| M-20K | 231 | 2 | 15 | 46 |
| TOTAL | | 11 | 43 | 94 |

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| | | April 83 | Cal. Year | Fisc.† Year |
|---|---|---|---|---|
| PIPER AIRCRAFT CORP. | | | | |
| • Single-Engine | | | | |
| PA-18-150 | Super Cub | 0 | 0 | 33 |
| PA-38-112 | Tomahawk | 1 | 7 | 14 |
| PA-28-161 | Warrior | 12 | 46 | 75 |
| PA-28-181 | Archer II | 18 | 43 | 72 |
| PA-28-236 | Dakota | 3 | 13 | 20 |
| PA-28RT-201 | Arrow IV | 0 | 0 | 4 |
| PA-28RT-201T | Turbo Arrow IV | 4 | 13 | 31 |
| PA-32-301 | Saratoga | 1 | 8 | 19 |
| PA-32-301T | Turbo Saratoga | 0 | 4 | 6 |
| PA-32R-301 | Saratoga SP | 2 | 8 | 17 |
| PA-32R-301T | Turbo Saratoga SP | 2 | 13 | 23 |
| PA-36-375 | Pawnee Brave | 0 | 10 | 42 |
| • Multi-Engine | | | | |
| PA-23-250 | Aztec | 0 | 0 | 0 |
| PA-31-310 | Navajo | 0 | 0 | 2 |
| PA-31-325 | Navajo C/R | 2 | 5 | 8 |
| PA-31-350 | Chieftain | 0 | 14 | 27 |
| PA-31T-501T | Cheyenne I | 1 | 3 | 8 |
| PA-31T-620 | Cheyenne II | 0 | 6 | 8 |
| PA-31T2-620 | Cheyenne II XL | 0 | 4 | 7 |
| PA-42-720 | Cheyenne III | 0 | 1 | 8 |
| PA-34-220T | Seneca III | 0 | 30 | 59 |
| PA-44-180 | Seminole | 12 | 12 | 12 |
| PA-44-180T | Turbo Seminole | 0 | 0 | 1 |
| PA-600A | Aerostar | 0 | 0 | 0 |
| PA-601B | Aerostar | 0 | 1 | 1 |
| PA-601P | Aerostar | 0 | 0 | 0 |
| PA-602P | Aerostar | 1 | 9 | 13 |
| PA-T1020 | | 0 | 0 | 1 |
| PA-T1040 | | 1 | 2 | 8 |
| TOTAL | | 60 | 252 | 519 |
| Manufacturers net billing - $7,130,100 | | | | |

| | | April 83 | Cal. Year | Fisc.† Year |
|---|---|---|---|---|
| ROCKWELL INTERNATIONAL | | | | |
| • Multi-Engine | | | | |
| NA-65 | Sabreliner | 0 | 0 | 0 |
| Model 60 | | 0 | 1 | 1 |
| TOTAL | | 0 | 1 | 1 |
| SHORT BROTHERS LTD. | | | | |
| • Multi-Engine | | | | |
| SBJ-CS-7 | Skyvan | 0 | 0 | 0 |
| SD-3-30 | | 1 | 1 | 1 |
| SD-3-60 | | 1 | 5 | 8 |
| TOTAL | | 2 | 6 | 9 |
| SINGLE-ENGINE | | 150 | 603 | 1,158 |
| MULTI-ENGINE | | 93 | 348 | 737 |
| GRAND-TOTAL | | 243 | 951 | 1,895 |

## UNIT SHIPMENTS COMPARATIVE TREND: 17 MANUFACTURERS

| | April | | | Cal. Year to Date | | | Fisc. Year to Date † | | |
|---|---|---|---|---|---|---|---|---|---|
| | 1983 | 1982 | 1981 | 1983 | 1982 | 1981 | 1983 | 1982 | 1981 |
| Beech | 40 | 58 | 102 | 121 | 255 | 431 | 223 | 533 | 762 |
| British Aerospace | 1 | 2 | 4 | 6 | 8 | 13 | 13 | 18 | 23 |
| Britten-Norman | 1 | 2 | 0 | 2 | 10 | 7 | 8 | 18 | 21 |
| Cessna | 104 | 170 | 425 | 410 | 896 | 1,574 | 747 | 1,822 | 3,151 |
| Dassault | 3 | 2 | 9 | 10 | 26 | 32 | 31 | 43 | 54 |
| Embraer | 4(0) | 25(7) | 16(3) | 29(9) | 78(25) | 81(31) | 62(23) | 126(32) | 180(53) |
| Fairchild | 0 | 0 | 4 | 4 | 18 | 18 | 23 | 54 | 41 |
| Gates | 3 | 5 | 19 | 10 | 31 | 43 | 38 | 75 | 81 |
| Gulfstream | 3 | 14 | 87 | 19 | 29 | 168 | 50 | 73 | 261 |
| Israel | 0 | 4 | 2 | 2 | 14 | 8 | 2 | 23 | 18 |
| Lake | 3 | 0 | 7 | 9 | 3 | 17 | 17 | 13 | 33 |
| Maule | 5 | 4 | 7 | 13 | 13 | 16 | 22 | 20 | 26 |
| Mitsubishi | 3 | 0 | 1 | 14 | 5 | 15 | 36 | 17 | 26 |
| Mooney | 11 | 15 | 26 | 43 | 74 | 96 | 94 | 146 | 170 |
| Piper | 60 | 121 | 273 | 252 | 433 | 956 | 519 | 902 | 1,580 |
| Rockwell | 0 | 0 | 7 | 1 | 2 | 45 | 1 | 6 | 26 |
| Short | 2 | 0 | 4 | 6 | 0 | 8 | 9 | 5 | 9 |
| TOTALS | 239 | 404 | 980 | 931 | 1,842 | 3,478 | 1,856 | 3,800 | 6,335 |

Parentheses show actual Embraer deliveries, not including aircraft kits.

* Figures are not available from the manufacturer.
† Fiscal Year: Oct. 1 through Sept. 30.

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